

EXAMINER'S AMENDMENT

1. An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it MUST be submitted no later than the payment of the issue fee.

The application has been amended as follows:

a. In the text amended beginning on page 10, line 4 (amendment filed 9/21/09), in the third line from the end of the text, after "brake lever 53" was added --(schematically shown)--, in order to avoid issues of new matter (i.e., to clarify that material added to the replacement drawings is for illustrative purposes only).

b. In the text amended beginning on page 10, line 4 (amendment filed 9/21/09), in the second line from the end of the text, after "clutch lever 55" was added --(schematically shown)--.

c. In claim 1, line 3 "roar" was changed to --roar-- in order to correct a typographical error.

d. In claim 1, line 5 "axes or" was changed to --axis of-- in order to correct a typographical error.

AMENDMENTS TO THE SPECIFICATION:

Please amend the specification as follows:

Beginning on page 7, line 10:

Each rear wheel 20 is rotatably mounted on a free end of a pivot arm 24 which is pivotally displaceable about a pivot axis 23 (shown in Figure 1) which is more or less parallel to the rotational axis of the associated rear wheel 20. The pivot arm is thus operatively pivotally displaceable in a plane defined by the associated wheeled frame 12, to displace the rear wheel 20 up-or-downwardly towards or away from the frame 12. Each pivot arm 24 is further connected to the associated frame 12 by a strut 26 which incorporates a spring-and-damper suspension arrangement in conventional fashion.

Beginning on page 10, line ¹4:

The driven cogs 28 of the respective wheeled frames 12 are drivingly connected to the engine 36 by respective half-shafts 48 (Figures 2 and 3) which extend transversely between the respective wheeled frames 12 and the seat frame 14. Each half shaft 48 has a universal joint at both its ends, so that torque and rotation can be transmitted by the half shafts 48 to the driven cogs 28 irrespective of operative tilting of the vehicle 10. A gearbox and differential 49 ~~(not shown)~~ are connected in line between the half shafts 48 and the engine 36. Each rear wheel 20 is thus operatively driven and is drivingly connected to the engine 36 by a drive train comprising the gearbox and differential 49, the associated half shaft 48, the driven cog 28, the drive chain 30, and the rear cog 32.

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10/26/09